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No. 15,841. 號一十四百八千五萬一第 日七初月元年元統宣 HONGKONG, THURSDAY, JANUARY 28TH, 1909. 四拜禮 號八十二月正年九零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 1st October, 1908. [a40-3]

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Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.  
FIRST-CLASS CUISINE.  
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BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
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[a4]

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Hongkong 9th May, 1907. [1374]

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Hongkong, 22nd January, 1909. [a39]

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A NEW CONSIGNMENT OF SLAZENGER'S  
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The GOLD MEDAL for Quality in the  
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To His Majesty  
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By Royal  
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WINE & SPIRIT MERCHANTS.  
15, Queen's Road Central.  
Hongkong, 12th December, 1908. [a35]

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19, QUEEN'S ROAD CENTRAL.  
FURNITURE AND PHOTO GOODS  
STORE.  
Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1448]

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Hongkong, 7th January, 1909. [37]

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**SMOKELESS POWDERS AND CHILLED  
SHOTS.** From No. 10 to 55SG. at \$2.37 and  
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Inspection Invited.  
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CALIBRE 7.65 mm.  
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Hongkong, 6th March, 1907. [47]  
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Telephones on every floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
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Matron in attendance.  
CHARGES MODERATE AND NO EXTRAS.  
A. F. DAVIES, Manager.  
[a42]

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Private Bar and Billiard-Rooms.  
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Electrically Lighted; Electric Fans (if  
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Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
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MANAGER.  
Hongkong, 24th July, 1905. [a230]

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PRIVATE HOTEL.  
APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
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"SACHSOL."  
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throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
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PRIVATE HOTEL.  
STANDING in its own grounds with Tennis  
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Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
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"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.  
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Mrs. M. MATTHEW, Proprietress.  
A thoroughly First-Class and Up-to-Date Hotel  
Large and Airy Rooms, affording every comfort  
to Residents and Tourists.  
Table D'Hote at Separate Tables.  
MODERATE RATES.  
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For Particulars, apply to  
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Proprietress.  
Hongkong, 5th October, 1908. [a43]

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CHINA).  
MACAO.  
THE Hotel is under European manage-  
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food, cleanliness and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (s.s. Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to  
THE MANAGER.  
[a36]

**VICTORIA HOTEL**  
SHAM-KEEN-CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAM-KEEN."  
SITUATED ON THE BRITISH CONCESSION.  
**MACAO HOTEL.**  
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GUIDES AND CHAIRS PROVIDED.  
Every information and Special attention given  
to Tourists.  
REASONABLE RATES.  
WM. FARMER,  
Proprietor.  
[a1625]

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THE HONGKONG ICE COMPANY, LTD.  
have now 40,000 Cubic Feet of Cold  
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be Open at 10 A.M. and 4 P.M. daily, Sunday  
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G. H. HATTON, Manager.  
Hongkong 1st April, 1908. [48]



## INTIMATIONS



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A Very Fine Selection in Great Variety—  
MERKCHAUM and BIRAR PIPES, CALA-  
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SMOKERS' COMPANIONS, MERKCHAUM  
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HIGHEST CLASS  
AND SPECIALLY SELECTED.A. S. WATSON & CO.,  
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KOWLOON DISPENSARY.

Hongkong, 6th January, 1909.

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LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, JANUARY 28TH, 1909.

By the end of this year or early in the next  
it will be possible to travel from Hongkong  
to Yunnan in a week. We have some  
recollection of a British Consul report  
which mentioned among the benefits con-  
ferred by this line the provision of sanatoria  
for Indo-China, and even Bangkok, Singa-  
pore and Hongkong, for the lake district  
of Yunnan the Consul described as a  
"terrestrial paradise" or said it could be  
made such if a check were put upon the  
ruthless destruction of timber which has  
been going on in the district now for some  
years past. But, however beautiful and  
health-giving the lake district of Yunnan  
may be, the tourist traffic from Hongkong  
and Singapore will not be likely to appre-  
ciably affect the Company's revenue.  
The project has proved as inordinately costly  
one, and though the railway may yield good  
returns and materially add to the economy's  
resources of Indo-China, as the French  
Foreign Affairs Committee anticipates it  
will do, we venture to think that it is  
extremely doubtful whether the line will  
pay interest on the capital invested for many  
years to come. It will be seen from the  
summary of a report presented to  
the French Chamber last month, which we  
print in another column, that the initial  
cost of the line will amount to nearly  
double the original estimate. "Costly  
errors" have been committed and have had

to be paid for, and the company must have  
had an enormous bill to meet for com-  
pensation and hospital arrangements. The  
extremely malodorous character of some of  
the districts traversed by the line was  
responsible for an appalling sick-list and  
death rate. In 1905 when the road was  
being made through the Nam-ti Valley the  
Commissioner of Customs at Mengtze wrote  
that "the death rate among the coolies  
imported from various parts of the Empire  
and put to work in this dreaded valley  
may, without exaggeration, be estimated at  
5,000, or 70 per cent of the total number  
employed on that particular section of the  
line." It will be readily understood too  
that the rate of wages demanded for work  
in these death-dealing regions was far from  
normal, and this combined with the Syn-  
dicate's liability to provide compensation and  
medical aid in case of sickness, must have  
contributed very materially to upset all  
previous calculations of cost. Then, again,  
alterations in the route have been made,  
and much of the extra cost is set down to  
these deviations from the original plans.  
At the time this project was conceived  
Great Britain was contemplating the  
penetration of Yunnan by a line from  
Burma. A section of the projected line  
from Mandalay to Kung-lung on the  
frontier was actually under construction  
when PRINCE HENRI OF ORLEANS began an  
agitation for a "retort to this new movement  
of England" with a similar one by France.  
"To this end," he wrote "it is absolutely  
necessary for us also to have a  
railway penetrating China" and M. PAUL  
DOUMER, who at that time was Governor-  
General of Indo-China, took up the matter  
with his accustomed energy. Yunnan and  
Szechuan seemed to him to be reserved for  
commercial exploitation by France, and by  
pointing out that France would have the  
advantage if she at once betirred herself,  
thanks to the facility for reaching Yunnan  
derived from their footing in the Valley of  
the Red River, he succeeded in winning the  
enthusiastic support of his Government for  
the scheme. The concession was speedily  
obtained from the Chinese Government, but  
it was not till five years later that the work  
of construction was actually commenced.  
Now the completion of the line is in  
sight, but the British scheme of pen-  
etration from Burma has not yet passed  
beyond the stage of academical dis-  
cussion, and seems unlikely to do so  
if the route then contemplated is the best.  
Lord Curzon described the idea as "mid-  
summer madness," and said that in his belief  
there had been a greater lack both of exact  
knowledge and of perspective in the treat-  
ment of this matter of building a railway  
across Yunnan to the Yangtze, and a lower  
rein given to the imagination than in almost  
any subject of contemporaneous politics.  
But there appear to be other avenues of  
progress besides the one which was then  
under consideration and the EARL OF  
RODALSHAY, M.P., in his recent book  
makes out a good case for a line from  
Bhamo to Tali-fu, which is the old trade  
route. Mr. COLQUHOUN in "Across Chryse"  
discusses such a scheme and says it would  
never be carried out "except in the brain  
of an impractical theorist" for no engineer-  
he imagines, would "waste a thought upon  
such an idle dream." Mr. COLQUHOUN, as  
every one knows, has a scheme of his own.  
We cannot pretend to say which is the  
most practical; it is a question for the  
experts. As it becomes more clearly de-  
monstrated that the French line to Yunnan  
menaces the existing trade of India with  
the province, and as its political significance  
becomes more generally appreciated we may  
expect to see some serious attempts made to  
bring this question within the range of  
practical politics.

Jurers are reminded that their attendance  
is required to-day.

The Indian Gazette announces that Major  
M. E. Willoughby has been appointed British  
military attaché at Peking.

The returns of cultivated rubber exported  
from the Federated Malay States in 1908 show  
a total export of 1,413 tons which is better by  
no less than 527 tons than the export in 1907.

For trespassing on the compound of the  
Central Police Station, Mr. J. R. Wood at the  
Magistrate's yesterday fined a native \$10 with  
the alternative of seven days' imprisonment.

There will be general congratulations from  
numerous friends in Singapore, says a Southern  
contemporary, on the occasion of the engagement  
of Dr. W. R. C. Middleton, Municipal Health  
Officer, to Mrs. Brooke Hunt, sister of Mrs.  
Freer.

The Police have arrested two men in con-  
nection with the armed robbery and kidnapping  
case previously reported as having occurred on  
Kite Island near Hahakok. They were  
charged before Mr. J. H. Kemp at the Magis-  
trate's yesterday, and the hearing was adjourned  
until Friday.

Yesterday's bulletin stated that Her. Ex-  
cellency Lady Lugard had had a better night and  
her condition had slightly improved.

On receipt of the news of Admiral Rohd-  
vinsky's death a courteous telegram of con-  
dolence was sent to the family by Admiral  
Togo, through the Naval Attaché to the  
Russian Embassy in Tokyo.

A census of Formosa taken at the end of 1907  
has just been published. It shows a popula-  
tion of 3,108,725, including 79,925 Japanese  
3,018,402 natives and 11,396 foreigners. About  
120,000 aborigines are excluded from the above  
list.

Mr. Li Hong Mi, who has been acting as first  
interpreter at the Supreme Court, retires at the  
end of this month on pension after thirty-five  
years' service. Regret will be expressed that  
one so generally esteemed not only for his  
personal qualities, but for his acknowledged  
abilities, is leaving the public service.

The residence of the Secretary in the com-  
pound of the Italian Embassy, Tokyo, was burnt  
down on the night of the 16th inst. while the  
Secretary, with the Ambassador, was attending  
a dinner given at the German Embassy. The  
watchman in charge of the house was also absent  
at the time, and nothing was saved. The cause  
of the outbreak is believed to have been a  
defective stove.

Two more charges of snatching were dealt  
with by Mr. Wood at the Magistrate's. In one  
a Chinaman who was found guilty of snatching  
a bangle from the arm of a child in Queen's  
Road Central was sentenced to six months' im-  
prisonment. In the other a native was found  
guilty of snatching an ear pick from a woman  
in Hollywood Road and of returning from  
banishment. He was sent to jail for six  
months on each charge.

A meeting of the Hongkong and China  
Branch of the British Medical Association will  
be held this evening at the Sanitary Board  
Room near the Cathedral at 9.00 p.m. All  
members of the medical profession whether  
belonging to the Association or not are cordially  
invited to be present and take part in the  
discussion. Two papers will be read: 1.—  
Some practical uses of Picro Acid; 2.—Some  
Atavistic Mental States.

Bangkok papers record the death of Mr. John  
Kilgour Black who had resided in the Siam  
capital since 1872. He was an engineer and in  
his time had superintended the erection of a  
large number of the rice mills in the country.  
The death is also announced of Mr. Theodore F.  
Western, of the firm of the General Electric  
Company of the United States of America. Mr.  
Western only arrived in Bangkok in  
December for the purpose of examining and  
putting right the big Curtis turbine engine at  
the Siam Electricity Co.'s power station. He  
died of smallpox.

The first instalment of the relief fund raised  
in Japan for the earthquake sufferers in Italy,  
amounting to 200,000 lire (about £78,000) was  
telegraphically remitted to the Italian Govern-  
ment through Mr. Hayashi, the Ambassador at  
Rome, on the 11th inst. It is reported that the  
subscriptions sent in to the Red Cross fund for  
the relief of sufferers by the Messina earthquake  
already total 400,000 yen, and it is expected that  
before the lists appear in various quarters close  
the aggregate will exceed half a million. Pro-  
fessor Mori, of the faculty of Tokyo University,  
and Professor Nakamura, Professor of Architec-  
ture at the University, have now been definitely  
instructed to proceed to Italy to make investiga-  
tions concerning the earthquake.

## GERMAN EMPEROR'S BIRTHDAY.

Yesterday was the fiftieth anniversary of the  
birthday of H. I. M. the Kaiser, and the  
occasion was fittingly celebrated in Hongkong,  
the guns of the German men-of-war in port  
booming forth their "many happy returns" at  
noon; the good wishes being seconded by Brit-  
ish warships. Dr. Voretzsch, the German  
Consul, held the usual reception at the Con-  
sulate, where representatives of all nations  
called to pay their respects. Captain Mitchell-  
Taylor called on behalf of His Excellency the  
Governor, Captain Heathcote on behalf of  
General Broadwood, and Lieut. Blanchflower  
on behalf of Commodore Lyon.

In commemoration of the occasion Pastor  
Muller conducted a service yesterday morning  
on the German cruiser Leipzig, and in the after-  
noon the officers held a reception on board, which  
was largely attended. At the German Club last  
night a special dinner was held. All the British  
warships in port dressed ship in honour of the  
occasion.

## HARMSTON'S CIRCUS.

The change of programme at Harmston's  
Circus is greatly appreciated, the matinee and  
the evening performances drawing large houses  
yesterday. Looping the loop of fire is the great  
sensational, and the performance has to be seen to  
be understood. The Frantz troupe are a won-  
derful lot of acrobats, whose work cannot fail to  
appeal to the most blasé, and the high jumps of  
the clever greyhounds delight all spectators,  
more especially is this true of the terrier which  
climbs a ladder and dives from a platform into a  
blanket laid in the ring. The doings of the  
strong lady are always interesting, the clowns  
are a never-ending source of amusement, the  
equestrian performances are daring and grace-  
ful, and the work of the acrobats and trapezists  
are attractive.

The management announce that for the  
benefit of East residents a special late show  
will be run after the Friday evening performance  
at 12.15 and 12.30.

How to be Beautiful—Keep your com-  
plexion, Mrs. Allen's Crème Chamois, Lait  
Chamois and Special Skin Tonic and Poudre  
Chamois will enable you to do it. Her  
Specialties for the Skin are the study of a  
lifetime. A. S. Watson & Co. Ltd. Sole Agents.

## TELEGRAMS.

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KOREAN EMPEROR'S  
ITINERY.

Tokyo, January 27th.

The Korean Emperor started on his  
tour in the North to-day. He re-  
turns on the 3rd proximo.

## THE WRECKED "ADATO."

Tokyo, January 27th.

The steamer "Adato," wrecked at  
Oshima on the 19th inst. in a snow-  
storm, has been abandoned by the  
insurance companies.

[REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## A SHIPPING PROBLEM.

LONDON, January 26th.

An influential meeting of ship-  
owners, held at Newcastle, has decided  
to submit to the approaching Baltic  
Conference at Copenhagen, a scheme  
to regulate the supply of tonnage to  
demand in times of depression, in-  
volving the laying up of a certain  
number of ships for two months of  
the year.

BULGARIA'S MILITARY  
MOVEMENTS.

LONDON, January 26th.

It is reported from Sofia that the  
Tenth Bulgarian Regiment, fully  
equipped, has started to reinforce the  
division on the Turkish frontier.

The departure of the troops is  
monopolising attention, and business  
is at a standstill.

## BRITISH NORTH BORNEO CO.

LONDON, January 26th.

The British North Borneo Co.  
issues to-morrow 649,259 one pound  
shares at par.

BRITISH NAVAL  
DEVELOPMENTS.

NEW NORTH SEA FLEET CREATED.

LONDON, January 27th.

The "Mail" announces that in the  
Spring the Admiralty proposes to  
reduce the Channel Fleet and create  
a New North Sea Fleet. The North  
Sea Fleet with that at the Nore will  
then have a strength of fourteen  
battleships and twelve cruisers.

Probably Vice-Admiral Sir William  
May will be given the command of  
the North Sea Fleet, Sir Percy Scott  
that of the Channel Fleet, and  
Admiral Neville that of the Home  
Fleet.

CALIFORNIA AND JAPANESE  
IMMIGRATION.

LONDON, January 27th.

The Governor of California in a  
special Message to the State Legis-  
lature warns the Assembly against  
anti-Japanese legislation.

SUBSIDISING GERMAN SOUTH  
SEA SERVICE.

LONDON, January 27th.

The Reichstag has referred to  
Committee the Government Bill for  
subsidising the South Sea Services of  
the North German Lloyd.

Speakers supported the Bill on the  
ground of the keenness of the British  
and Japanese competition.

## THE CHINESE AND TIN MINING.

In his remarks to the shareholders of the  
Peking Lama Tin Mines at the annual general  
meeting Mr. W. A. Luning, the chairman,  
said several shareholders had inquired why  
their manager passed by the rich patch re-  
cently discovered by the Chinese trappers  
for generations the Chinese had been working  
tin in the Malay States, and they seemed to  
discern tin by some kind of second sight which  
almost savoured of the uncanny. The Chinaman  
knew nothing, and cared less, about learned  
European theories as to where tin might be  
found. He simply burrowed in the ground and  
brought out such rich tin earth as would enable  
him to make a profit. The Chinese tin miner  
was the finest fossicker in the world, and did not  
hesitate to risk his life and the lives of others in  
a manner which no European would ever dream  
of doing. The Chinaman only took such risks  
when working on his own account.

## MARINE MAGISTRATE'S COURT.

Wednesday, January 27th.

BEFORE HON. COMMANDER BASIL R. H.  
TAYLOR, R.N. (MARINE MAGISTRATE).

## THE MISSING OFFICER.

The case in which Captain Rodger of the  
s.s. Zepher charged his third officer, P. Fladgate,  
with desertion, again came on for hearing yes-  
terday.

At the outset prosecutor asked permission to  
amend the charge to that of being absent with-  
out leave.

His Worship consented, and the defendant  
was called. He informed the Court that at  
one p.m. on the 15th instant he went to the  
Chief Officer's room and told him he was going  
ashore. Between 2 and 2.15 p.m. he went, and  
the mate did not see him at all. On that day witness  
did not see the master. He packed up most of  
his things and took them with him as he  
wished to leave the ship. At about 9 a.m. on  
the 16th he went aboard to ask the Captain  
when he was going to pay him off. When  
defendant saw him the Captain ordered him off  
the ship, and gave him fifteen minutes to get  
off. Witness again approached the master to  
know when he would be paid off, and was  
informed that the matter was out of the  
Captain's hands.

His Worship recorded a conviction, and  
ordered that the defendant forfeit six days' pay.

## AN UNCERTIFICATED MASTER.

Jack Ah Tai was prosecuted by Constable  
Bird for failing to carry a certificated master  
or engineer on board his motor boat which  
exceeds 35 feet in length.

Defendant's excuse was that he sent two men  
up to be examined and they failed to pass.

His Worship imposed a fine of \$20.

## IN THE DANGEROUS GOODS ANCHORAGE.

Four masters of licensed lighters were pro-  
ceeded against for allowing their lighters to lie  
in the dangerous goods anchorage without ex-  
hibiting the regulation lights, thereby causing  
a common danger to shipping.

Each of the defendants was fined \$10, in  
default one month's hard labour.

RESIGNATION OF MR. JUSTICE  
WISE.

The news that Mr. Justice Wise, the Puisne  
Judge, has decided to retire on pension, has been  
received with genuine regret in the colony not  
only by those associated with the bar but by the  
far larger number outside who had the pleasure  
of his acquaintance and friendship and who  
appreciated his personal qualities. It is scarcely  
a year since he went home on leave and his  
decision to remain in England is not altogether  
unexpected. He was far from well when he left  
here and fears were held that he would not  
survive the voyage.

Mr. Alfred Gascoyne Wise, barrister at law,  
had an extensive knowledge of Oriental charac-  
ters, which, added to his legal acumen of no  
mean order, enabled him to arrive at decisions  
which were invariably sound. Seldom indeed  
were any of his judgments upset. Possessed of  
a wonderfully keen insight into character, he  
seemed to be able to read a man at a glance, and  
as he grasped points quickly and clearly, he  
dealt with cases with remarkable despatch. His  
pronouncements were distinguished for their  
lucidity of expression, and that his conclusions  
were well founded is amply demonstrated by  
the fact that his judgments were rarely re-  
versed. Moreover he brightened many a tedious  
hearing by his wit and among the mem-  
bers of the Bar he was esteemed for his fair and  
impartial treatment. In every essential he  
worthily upheld the best traditions of the Bench.  
In social circles his many qualities made  
him a general favourite. His personality was  
decidedly robust, his expression direct, but withal  
he was a splendid type of the English gentle-  
man. His presence will be missed by a not a few  
and certainly his absence will occasion no little  
regret.

Born at Colombo, on the 15th August 1854,  
he is thus in his 55th year. He was educated  
at Repton and Trinity College Cambridge, was  
called to the bar (Lincoln's Inn) in 1878  
and came to Hongkong as Police Magistrate  
in 1884. A few years later he was acting  
Registrar at the Supreme Court, and in 1889  
was acting Puisne Judge as well. He filled  
several other appointments in the interval and  
in 1889 he became Puisne Judge. Since then he  
has acted as Chief Justice on several occasions.

## THE MANILA CARNIVAL.

The great international carnival which opens  
at Manila on February 2nd is attracting the  
attention of sportsmen from all parts of the Far  
East, and as most of the big ports in the Orient  
will be represented in the sport, it follows that  
interest in the carnival extends far beyond the  
land over which the Stars and Stripes flutter.  
A cordial invitation was extended by the  
promoters to sportsmen in Hongkong and the  
Colony will be represented in several of the  
events. There are many men here who could  
give a good account of themselves, but  
opportunities did not offer for a few weeks  
stay in Manila. There are, these, however,  
who can be spared, and the best  
wishes of residents will go with them for all  
success in the Philippines. The Buffs are  
sending a polo team, and Lance-Corporal  
Anderson of the same regiment goes forth with  
good reputation as a runner. We are also to be  
represented by a cricket eleven selected from the  
various regiments of the Garrison, while a  
boating crew will be despatched from H.M.S.  
Moymouth.

Mr. A. E. Ellis was to have gone to the  
Carnival as a representative of the V.R.C., but  
unfortunately he caught a cold while training,  
and on medical advice he has had to withdraw  
his name from the list of competitors.

## ST. JOHN'S CATHEDRAL.

The annual meeting of Seatholders and Sub-  
scribers to St. John's Cathedral was held at St.  
Paul's College at 5.15 p.m. yesterday. The  
Bishop of Victoria presiding.

The meeting having been opened with prayer,  
Mr. A. BRYER, (Hon. Secretary), read the  
minutes of the last annual meeting which were  
confirmed.

Mr. RICHARD HANCOCK then presented his  
statement of accounts for 1908. He pointed  
out that the actual revenue for the year  
amounted to \$15,048.51 which shows an increase  
over the revenue of 1907, but still insufficient  
to cover the expenditure which amounted to  
\$16,491.90; thus exceeding the revenue to  
the extent of nearly \$1,500 which could  
only be called unsatisfactory, and showed the  
urgent need of further annual contributions.  
He made a special appeal on behalf of the Church  
Body last year both personally and through the  
medium of the Press for more funds and was  
sorry to say that it did not meet with the  
response which he had anticipated, though it  
helped him to raise the total contributions from  
\$2,640.50 in 1907 to \$4,043.00 last year. Of  
course, the Colony has been passing through  
very strenuous times lately, and people had not  
had the money to give as in former years, but it  
should be remembered that contributions,  
however small, were acceptable. It would be  
observed from the statement of accounts that  
there was a balance of \$1,500 to carry forward to  
this year, but this it must be remembered was  
only because they transferred at the beginning  
of the year some \$1,800 from the Reserve Fund.  
They should endeavour to keep this fund intact,  
and use it only as a reserve and not draw  
on it for current expenditure. This however  
judging from recent years it was impossible to  
do, unless contributions were more general in  
the future than they had been during the past  
two years. Turning to the question of few rents  
he regretted to say that there was still outstand-  
ing against 1908 the sum of \$180. He would take  
this opportunity of asking seatholders to be  
good enough to send in their amounts due for  
their pew-rents as early as possible, and not wait  
till the second and third application  
has been sent them from the Hon. Treas-  
urer. This would be of great assistance. He  
would also ask those seatholders who were  
leaving the Colony to notify the Hon. Treas-  
urer so that he could make other arrangements  
for the disposition of their seats.

The Treasurer's accounts were then adopted  
on the motion of Hon. Mr. H. W. SLADE, and  
seconded by Mr. W. ARMSTRONG.

The following laymen were then elected by  
ballot for the Church Body for 1909; Hon. Mr.  
J. M. ATKINSON; Mr. W. ARMSTRONG; Hon. Mr.  
H. W. SLADE; Mr. A. BRYER; Dr. FRANCIS CLARK.  
Mr. R. HANCOCK.

Mr. J. C. Peter was elected Auditor.  
The BISHOP proposed a formal welcome to Rev.  
Arthur B. Thornhill, M.A., the Assistant Chap-  
lain to the Cathedral, which was carried.

Rev. P. T. JOHNSON rose to propose a vote of  
thanks to all who had assisted during the year, to  
the Rev. G. A. Bannbury and A. D. Stewart for  
undertaking services, to the members of the  
Church Body, to the Hon. Treasurer Mr. R.  
Hancock and their Hon. Secretary Mr. A. Beyer,  
and Mr. Peter who audited the accounts, to the  
teachers of the three Sunday schools under his  
care, to the Organist and members of the  
Cathedral Choir who he said were more than  
keen musicians, they were loyal fellow workers.  
The motion was seconded by the Bishop and  
carried unanimously.

In conjunction with the organ repairs Mr.  
DENSMAN FULLER said the choir were about to  
give a concert, the proceeds being for this fund,  
which the meeting hoped would be well  
supported.

## DEATH OF MR. VON DER PFORDTEN.

News has been received of the death at Malta  
on the 24th inst. of another old resident in  
the Far East, viz. Mr. F. von der Pfordten,  
who after thirty years' service with the Eastern  
Extension Telegraph Company, mostly in Java  
and latterly as District Manager in Hongkong,  
retired six years ago. His many friends will  
always remember his wonderfully kind nature  
which endeared him to all who knew him inti-  
mately, and they will sincerely sympathise with  
the widow and family in their sad loss.

## LEAGUE CRICKET.

TELEGRAPH'S F. &amp; G. A.

This League fixture was played yesterday on  
the Naval Cricket Ground and resulted in a win  
for the Telegraphs by three runs. Scores—

B.G.A.		F. & G. A.	
Capt. Bassey	0	Capt. Bassey	0
Lt. Chapman	0	Lt. Chapman	0
Fuller	17	Fuller	17
Lt. Bagnall	0	Lt. Bagnall	0
Capt. Garbutt	0	Capt. Garbutt	0
C. S. M. Owen	23	C. S. M. Owen	23
Nash	0	Nash	0
Lt. Thompson	13	Lt. Thompson	13
Bussell	0	Bussell	0
Fitzgerald	2	Fitzgerald	2
Swatton	0	Swatton	0
Extras	9	Extras	9
Total	91	Total	91

BOWLING ANALYSIS.		F. & G. A.	
Peake	0	Peake	0
Shields	1	Shields	1
Warburton	14	Warburton	14
Oliver	5	Oliver	5
	10		10

TELEGRAPHS.		
E. W. Day, b Garnett	.....	3
W. E. Warburton, b Bagnall	.....	4
R. E. Oliver, b Garnett	.....	23
A. H. Young, b Beasley	.....	13
W. F. Peake, b Beasley	.....	10
E. D. Woods, b Bagnall, b Beasley	.....	3
S. Laek, not out.	.....	26
P. Linton, b Garnett	.....	1
C. B. Franklin, b Garnett	.....	1
E. E. Shield, b Garnett	.....	10
H. G. Batiscombe, b Russell b Beasley	.....	2
Extras	.....	14



## HONGKONG BENEVOLENT SOCIETY.

The annual meeting of the Hongkong Benevolent Society was held yesterday at noon in the City Hall. Dr. Wilder, American Consul-General, presided, and there were also present: Mrs. May, Mrs. Peter, Mrs. Atkinson, Mrs. Edkins, Mrs. Bunbury, Mrs. Hickling, Mrs. Voretzsch, Mrs. Jordan, Mrs. Compton, Mrs. Hastings, Mrs. Slade, Mrs. Dunn, Mrs. Hancock, Mrs. Lander, Mrs. Becker, Mrs. Turner, Miss Innes, Mrs. Gresson, Hon. Mr. Pollock, Revs. C. J. Hickling, F. T. Johnson, J. H. France.

The CHAIRMAN read the 19th annual report as under:

The ladies of the Committee of the Hongkong Benevolent Society desire again to thank members and friends who through another year have given them the means of carrying out the objects of the Society, and have much pleasure in submitting the annual report and statement of accounts for the year 1908. The number of applicants this year has been greater than last year, many have applied during the course of the year, whose names are not detailed in this report, some have been refused as unworthy of assistance, others were not within the scope of the Society, and others have obtained work through letters of introduction, or by influence of the members of the Committee. Twenty-one have received assistance with money, clothes, board and lodging until work could be found, or passages paid to various places where they had promise of work. We have had very few residents applying for help; most of our cases this year have been men who came to Hongkong with the belief that there was plenty of work to be got, and have become destitute in honestly trying to find it; some of course have drifted here as rolling stones and are not entirely satisfactory cases to help, but it is difficult to definitely class them as undeserving. Unfortunately, we cannot follow our cases to their conclusions, but we have had several instances this year of apparently undesirable characters, who, but for the Society, would have been practically starving, and by the help given have turned over a new leaf, and are regaining their positions and in some cases they have refunded what the Society has spent on them, and have also sent money to pay debts left behind in the Colony. Such cases simply compensate for mistakes and dis-appointments in others. Twenty-six other cases have received help through the Rev. J. H. France, the Seamen's Chaplain, who gives invaluable assistance to the Society by investigating cases and helping the deserving. As Mr. France is leaving the Colony in May the Committee take this opportunity of thanking him most sincerely for all the valuable help which he has given during the past ten years. He will be greatly missed and our very best wishes go with him to his new field of labour. (Applause.) The Society has paid for the support and education of four children during the past year. One girl has finished her education and writes expressing gratitude for all the Society has done for her. One old man, too old to work, who received a monthly allowance, died last month. The thanks of the Committee are due to the managers of the various steamship companies who have assisted us by granting reduced passages. The following ladies retire as they are leaving the Colony for a time: Mrs. Peter, Mrs. Atkinson, Mrs. Jordan, Mrs. Slade and Mrs. Pollock. In conclusion the Committee sincerely thank all those who have helped them during the past year, and hope that the many new residents in the Colony will become subscribers, and so join us in our attempts to help those who are in need, and are less fortunate than ourselves.

The report of Guarantees Scheme 1908 was made in connection with this scheme for guarantees for the ensuing year, but only two gentlemen came forward. Of these two only one was called upon. A man of respectable character, but in destitute circumstances, was admitted to the Sailors' Home where he stayed 17 days at the expense of his guarantor. He was thus enabled to look round and find work instead of being reduced to begging, or the House of Detention, and so was undoubtedly saved from deterioration. The second guarantor, though not called upon in the ordinary way, very kindly permitted the full amount of his guarantee (\$60) to be used in relieving a case of distress which could not rightly be brought under the conditions of the scheme. In view of the very limited response of last year it would seem on the whole better to discontinue the scheme and to invite any who might be disposed to become guarantors to contribute instead to the general funds of the Ladies' Benevolent Society.

Dr. WILDER said:—This Society whose annual meeting is held this day, has for twenty years in this Colony been a help to indigent Europeans. It has not been able to say to all such "Your troubles are over; we will carry you"—for no society is rich enough to defray all bills of all people in want, and a society would do harm that attempted it; but, thanks to the Hongkong Benevolent Society and its generous supporters, it is now eligible for any European in distress to present himself or herself to Mr. France or the Honorary Secretary, a lady, and have the merits of the case threshed out. If it be a meritorious case, relief can be afforded to an extent; indeed it is happy reading to see how many have been set on their feet. And if there be a factor of unworthiness, the case is not wholly refused; for if you and I were turned down by parents, friends and the Almighty, except when we were right, we would usually be found wrong side up. There is a cold, practical, just attitude in dealing with men that may have its place in certain relations, as for instance, in the conduct of business; but this attitude will not get far in the upbringing of men and women who are down. Justice is a majestic thing, but its field is the tribunal and the market place, rather than in

the operation of a society for the unfortunate, the suffering and the weak. Humanity touches the heroic note on rare occasions as a reminder of its high origin, but day in and day out the philanthropist must be very charitable and patient, he must forget much and hope against experience. One need not forgive a clerk seventy times seven, in the sense of entrusting the combination of the safe to him; but the preserving kindness of the precept is by no means nonsense. There is a mean between facile sentimentalism and granite justice. It was struck of late by a father in dealing with his son. The young man had been covering the Orient in his own way, calling on the father for money from time to time. The old man had responded bravely again and again. Having reached Hongkong the wanderer once more smote the rock of parental resources; in fact he interested—"touched" the consul for the expression—"touched" the consul for the price of a cablegram. The answer was disappointing; it was the one word "work." Charity had in this case done its beautiful part and justice assumed her tidy function, I am glad to say, to the welfare of the young man. To meet and listen to the long life histories of the applicants is tedious business, and the later investigations require time and patience. These tasks your managers have done faithfully. In one way the number of those helped appears limited compared to reports of home societies; yet it is to be remembered that for a European to be stranded in this remote part of the world is grave business and relief proportionately expensive, especially when transportation charges are incurred. Our annual budget is not large. Every dollar is laid out judiciously and being attended by personal interest is made profitable to the applicant; for unless the man is led to work and to help himself, money to feed him to-day when he will be hungry again to-morrow is to pour water into a sieve. It is a convenience to have this machinery of charity in Hongkong. It ought not to be necessary to urge citizens to remit the \$12 annual dues, a less or a greater amount as a primary item of the year's individual outlay. Having done this one feels free to refer applicants to the society. Mrs. Pollock, the Hon. Secretary, goes home for a time, and Mr. France retires—the two wheel horses of the work in late years, but new material will develop. We thank them not more for their diligence and sweet reasonableness with the unfortunate and erring than for the standards of efficiency they have set their successors. In conclusion I beg to recommend the adoption of the report.

The Rev. C. J. HICKLING, in seconding, congratulated the Society on the excellent report. He believed it was, within the memory of those present that at the time the guarantee scheme was formed Hongkong was the dumping ground of many undesirable from the surrounding countries and the strain upon the Society's resources was very great, and the accommodation in the cells at the House of Detention for the purpose was taxed to its utmost. However the dumping has been stopped and the main cause for the existence of the scheme has been removed. It was well therefore that it had commended itself to the wisdom of the committee to no longer continue that scheme. Proceeding, he remarked that Hongkong was in the highway of the world's trade and many people came here, some of them unfortunately misled by reports that Hongkong was an El Dorado and that the streets were paved with gold, waiting to be picked up. It was very terrible the awakening and the disillusion which followed. It was good therefore that the Society was able to cope with these cases as well as with others. The scope of the Society was very great. It ranged from assisting children to obtain elementary education to assisting the aged. It was also remarkable that it should be so international in its scope. He had an opportunity of looking into the cases that had been dealt with, and in the 21 whose circumstances were such as not to need detailing there were comprised nine different nationalities. That, he thought, ought to appeal to the cosmopolitan character of Hongkong, and induce them to help the Society which endeavoured to help the helpless of whatever nationality they might be. It had been noted with great satisfaction that assistance had been given by Mr. France, and as most of the cases were from sailor life it was very good that they had the assistance of the seaman's chaplain. In conclusion he said he wished to emphasise the increasing advantage to the community of such a society, a society which carefully investigated cases of need. It was a discriminating form of help which did not pauperise but helped the unfortunate to help themselves.

The report was adopted. The CHAIRMAN proposed that the following office bearers be elected for next year:—President, Mrs. May; Vice-president, Mrs. Hastings; hon. secretary, Mrs. Edkins; hon. treasurer, Mrs. Turner; committee—Mrs. Hickling, Mrs. Bunbury, Mrs. Gresson, Mrs. Hancock, Mrs. Lander, Miss Innes, Mrs. Becker, and Mrs. Badley. Rev. F. T. JOHNSON seconded. Speaking from experience he said the Society had done a good work in this place, but he felt its work was not sufficiently appreciated by the people on whose behalf they were working. The Society was really working on behalf of the Europeans in this place whose duty it ought to be to look after their poorer brethren.

A vote of thanks was awarded the retiring office bearers and the meeting closed with a vote of thanks to the chairman, moved by Mrs. FETTER, and seconded by Mrs. POLLOCK.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Budoss*, which left here on Wednesday, the 20th inst. at noon, has arrived at Genoa on the 26th inst. at 8 a.m.  
The E. & A. str. *Empire* which left here on 6th instant arrived at Sydney on 24th inst.  
The P.M. str. *Siberia* with the American Mail from San Francisco of the 9th inst., will sail from Yokohama on the 26th inst., and will be due to arrive in Hongkong on 6th prox.  
The Bank Line Ltd's str. *Suoric* left Moji on the 26th instant for Hongkong via Manila.

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

The annual meeting of the ratepayers of the international settlement of Kulangsu, Amoy, was held at the Board Room, Kulangsu, on the 19th January 1909. There were present:—Messrs J. H. Arnold, G. W. Barton, H. Bathurst, R. Braun, A. Coghill, W. Davies, W. M. d'Oliveira, F. H. Edwards, J. D. Edwards, L. C. Esort, A. J. M. Fauque, M. Feller, J. S. Fenwick, W. W. Frederick, L. Gilles, H. Gottwaldt, W. H. Howard, E. Jensen, W. F. Kahler, Kaishwabara, H. C. Kohler, W. Komaroff, W. Kruse, C. Leo, J. J. C. Lorentzen, P. H. Luocosen Rev. J. Macgowan, Dr. H. McDougall, J. Mancarini, Dr. C. Merz (Chairman), Dr. J. Moorhead, Y. Mori, J. P. Morley, M. B. Nilsen, J. Noble, S. Okazaki, S. Okuyama, Dr. A. J. Otto, P. M. Saugar, A. J. Sandius, J. H. Thatcher, L. I. Thomas, Miss Usher, Rev. G. M. Wake, W. H. Wallace, J. J. Wood, C. Whitfield, W. Wilson, A. H. Wilzer, the Secretary Mr. Berkeley Mitchell and others.

Dr. Merz, Consul for Germany, and Senior Consul, was in the chair.

The SECRETARY read the notice convening the meeting.

## THE CHAIRMAN'S REVIEW.

Mr. W. H. WALLACE, Chairman of the 1908 Council, addressed the meeting as follows:—Our annual report for 1908, which has now been in your hands for some days, is of such a voluminous character that but few remarks from the Chairman of your Council are called for. Still, there are points I desire to touch on before you are asked to pass the accounts and estimates. At the end of 1908 we show roughly a balance in hand of \$637 after allowing for a payment of \$2,900 on new buildings account, whereas we estimated to have a surplus of some \$3,000. The difference is principally due to two items, viz. expenditure on new buildings, and an item of \$900 for Land Commissioners' fees. As regards the allowance we have made in the Budget for the current year for an expenditure of \$2,000 on a new pavilion, this is only a proposal, and the Council by no means bind themselves to such a scheme, as they consider it is a matter that the ratepayers at this meeting should decide, and if you consider such an expenditure excessive, or undesirable, or that the scheme should be modified, we are quite prepared to fall in with your views. It would be, however, as well to bear in mind that on the inception of the Council the old pavilion was taken over as Municipal property, so, of course, it is the duty of our Council to keep it in repair, and in making the suggestion of a corrugated iron building in place of one built on similar lines to the old one, we would point out that we think an iron building would be cheaper in the long run, as it would be impervious to white ants, whereas a building such as the old one is constantly needing repairs from this cause. The old building brought you in a rental of \$75 per annum, but whatever sum you decide to expend we would suggest that the new rental should be on a basis of 10 per cent. per annum on the outlay, thus, if we expend \$2,000 as proposed, we shall receive say \$200 as rental. I will but lightly touch on the question of an Assistant to your Secretary and Superintendent of Police, for it must be obvious to anyone conversant with the growth of work in different Municipal Departments during the past few years, that it has become impossible for any one man to conscientiously and successfully cope with the same. Another matter I think your attention should be called to, and that is the engagement of a trained nurse, to work under the orders of the Health Officer and to be at the disposal of the Foreign residents of the Island. Whether such a nurse should be engaged by the Council and paid for out of public funds, or whether obtained by private endeavour, is a matter for the ratepayers, but the Council think the question should receive your earnest attention. The matter of the construction of buildings and the power of the Council to prosecute contractors and others for using materials of an inferior quality or erecting buildings of faulty construction, was brought home to many of us during the severe storm of last October, and has engaged our attention, but as we are advised that our present regulation on the subject of Building permits gives us ample powers, we do not propose asking you to add anything to the existing bye-law, but cases arising where ratepayers think it advisable for the Council to prosecute should be brought to our notice. In conclusion it is my pleasant duty to record on behalf of myself and my fellow Councillors our complete satisfaction with the work of our Secretary Mr. Mitchell, who has displayed his customary tact and energy in the performance of his somewhat various and distinctly arduous duties.

Mr. BATHURST desired, before the accounts for 1908 and the budget for 1909 were brought forward for passing, to call attention to certain points in the accounts, budget and annual report. He would like to know why the prison, police and general charges had gone up in recent years, and mentioned several items; why the police staff, reduced from twenty-eight in 1904 to nineteen in 1908, cost more in the latter year in wages, and on what scale were the Land Commissioners paid? Mr. WALLACE replied that while he could not accept Mr. Bathurst's figures as being by any means correct, the charges he mentioned must in the ordinary course increase automatically. The pay of the Police was progressive and included such items as a bonus on completion of engagement, deferred pay, and passage money to India, all of which tended to swell the total, and therefore these items must show an increase, and this, of course, would be more apparent in certain years than in others. The Land Commissioners were paid a fee of \$300 each, which was by no means excessive for the work they were called upon to do.

Mr. BATHURST then remarked that there were four sergeants in a force of nineteen, and suggested fewer sergeants and more men. As regards the annual report he would like to know how the Council arrived at the number of buildings on the Island? Mr. WALLACE.—From the Land Commissioners.

Mr. BATHURST.—But it does not say so in the Budget. How do you arrive at the population?

Mr. WALLACE.—By the census, which was very kindly voluntarily taken by Mr. Gottwaldt of the Land Commission.

Mr. BATHURST.—If you have only taken a census once it is impossible to tell whether there has been an increase or decrease in the population. I do not agree to, or see the necessity of, an Assistant Secretary and Superintendent of Police, and as regards the Staff of the Council being a "one man show," it, as suggested in the Council's annual report, the present Secretary and Superintendent of Police goes on leave, although you engage an Assistant, it will still be a "one man show."

Mr. MANCARINI.—I would like to know if the engagement of an Assistant is approved, whether his duties will be of a clerical nature, or will be an outside man?

Mr. WILSON (Watch and Assessment Committee).—Mr. Wallace, the Chairman of the 1908 Council, has asked me to answer certain questions which have been raised. Anyone with a little common observation could see that in recent years the number of houses in the Settlement and the population has increased enormously. The Council's intention is that the proposed Assistant should be primarily for outdoor Police and Sanitary work, and so relieve Mr. Mitchell considerably. At present it is impossible for your Secretary and Superintendent of Police to ground the Island as often as he would like, or to give that personal attention to all matters, whether in connection with office or outdoor, which he did formerly, before the work increased to its present extent. As regards Mr. Mitchell's leave—which I venture to remark he has earned—and the remarks concerning the phrase "a one man show," his leave would not make much difference; it will simply mean that "the one man show" will continue a little longer that is all. Some of Mr. Bathurst's remarks were hardly pertinent.

Mr. BATHURST (interrupting), said he did not want any of that sort of thing.—(Laughter.)

Mr. WALLACE: You have misunderstood Mr. Wilson; he said "pertinent" not "impertinent" remarks.

Mr. WILSON also explained that he had not used the word "impertinent," and, continuing, said, it was necessary to have an Assistant. Supposing for instance, Mr. Mitchell's health was to break down, they would be in a bad way for they could not expect any Councillor they might elect to neglect his business to take up Mr. Mitchell's duties; he for one at any rate would not do so. Besides the work had increased to such an extent that it was impossible to carry on efficiently without an Assistant, and as years went by the work would still further increase.

Dr. OTTE proposed, seconded by Mr. THOMAS, that the accounts for 1908 be passed.

On being put to the meeting 43 were in favour, and the motion was accordingly passed.

It was proposed by Mr. SUNDIUS, seconded by Mr. F. H. EDWARDS, that the Estimates for 1909 be passed.

Mr. COGHILL desired to know whether the Island was run for the Chinese or the Foreigners?

The CHAIRMAN: Both.

Mr. COGHILL: What?

The CHAIRMAN: Both the Foreigners and the Chinese.

Mr. COGHILL complained that the Island was being run for the benefit of the Chinese.

Mr. WILSON said the Island was being run for the benefit of everybody, and he thought it only fair and right that the Chinese should have every consideration considering that more than half the municipal revenue was derived from purely Chinese sources.

Mr. THOMAS desired to move an amendment to the Estimates for 1909 as they at present stood; viz that the sum of \$2,000 shown in the Budget for 1909 to be expended on the Recreation Ground Pavilion be struck out, and the ruins of the old pavilion be handed over to the Kulangsu Lawn Tennis and Cricket Club, leaving it to the Club to make their own arrangements as to a new pavilion. As only a section of the community would benefit, it was hardly right to expend such a sum solely for this section. He further thought that the \$2,000 would be more usefully employed, having in view the number of recent robberies, in increasing the Police force.

Mr. BRAUN wished to know, before any motion was put to the meeting under what conditions the Recreation Ground was given to the Community. Was it to the whole Foreign community or only part of the community?

Mr. WALLACE explained the conditions under which the ground was held and the boundaries, which showed that part belonged to the Foreign community as a whole, and part to the Kulangsu Lawn Tennis and Cricket Club, and in reply to a further question from Mr. BRAUN, stated that every member of the Foreign community is allowed to use the ground.

The amendment moved by Mr. THOMAS, seconded by Mr. MANCARINI, was then put to the meeting and carried by thirty-eight votes to one. Mr. ARNOLD then moved that the \$2,000 struck out of the Budget be added to the amounts earmarked for expenditure on Police and Sanitary service in 1909, and wished to make it a second amendment to the 1909 Estimates accordingly.

Mr. LEE having seconded, Mr. ARNOLD's amendment was put to the meeting and carried by thirty-three votes to one.

The Estimates for 1909, as amended by the above two amendments, were then put to the meeting and passed by thirty-eight votes to one.

On the CHAIRMAN asking whether any ratepayer desired to put any questions,

Dr. OTTE begged, in no spirit of criticism, to make a few remarks on the present method of building and repairing the roads in the Settlement, and said he had been desired to do so by the Chinese, and he was grateful to Mr. Wilson for making it plain that the Council considered the interests of the Chinese equally with the interests of the Foreigners. The so-called macadamising of the roads was really neither one thing nor the other, but he attached no blame to those responsible, for he fully realized the difficulties and he knew it was impossible to make a macadam road without the proper machinery for the purpose, and especially a steam roller. He would suggest to the incoming Council, and he felt sure they would take his remarks in the spirit in which they were meant, to try the experiment of roads paved with bricks. He could not agree with remarks in the annual report on roads so constructed. The Chinese, and more especially the women with small feet, found some of the present roads a great trial to walk on.

## RECENT ROBBERIES.

Mr. MANCARINI called attention to the number of deportees arriving at this port, and attributed many of the recent robberies to the operations of these experienced thieves. He suggested that the new Council should approach the Consular Body, with a view to their respective Governments being communicated with on the subject, and that the Territorial Officials be also asked to co-operate in the matter. After some further discussion on the subject, COUNCILLORS RE-ELECTED.

The CHAIRMAN read out the following names of ratepayers offering themselves for election as Councillors for 1909:—Messrs. J. S. Fenwick, W. Kruse, S. Okuyama, W. Wilson, W. H. Wallace and A. H. Wilzer.

Mr. MANCARINI suggested that as only the requisite number of gentlemen offered themselves, the names be submitted to the meeting en bloc.

The CHAIRMAN, seconded by Mr. SUNDIUS, accordingly put the names to the meeting, and they were duly elected by thirty-eight votes to two.

With a vote of thanks to the Chairman, proposed by Mr. ARNOLD, the meeting closed.

## SHIPPING NOTES.

The N.Y.K. steamer *Kilano-maru* was launched from the Mitsu Bishi yard, Nagasaki, at 9 a.m. on the 24th instant. Her gross tonnage is 8,600, and her speed 16 knots. The launch of the O.-K. steamer *Zacoma-maru* (6,000 tons gross; 14 knots) will take place at the Kawasaki Yard, Kobe, on Feb. 4th. She is the largest cargo-boat ever built in Japan.

The French Mail steamers have had some unfortunate experiences this month, what with the *Polynesien* cutting a Dutch steamer in two at Singapore and the *Sydney* running down a Japanese steamer at Yokohama. In both cases the French steamers themselves appear to have sustained very little damage. The latest news from Singapore is to the effect that several Chinese and Filipino divers have been engaged in removing the cargo of the *Djambi*, which consisted of about 150 tons of tin plate and rails. It was believed that the missing coolies were buried under the tin plates when the ship canted over, as no trace of them could be seen in the first examination by the divers. The private inquiry of the Pilot Board into the circumstances of the disaster was to take place last week.

The Anglo-American Oil Company's steel barge *Comet* has been successfully sailed and is now at the quarantine anchorage at Singapore, after a week spent on top of a coral reef at Palo Tujoi, near Sanka. The *Comet* brought a cargo of case oil from San Francisco for Japan and loaded a miscellaneous cargo in the latter country for New York. She was on the way there when on a dark night, heavy winds contrary currents and a rough sea drove her on the reef. She was pulled off by the Tanjong Pagar Dock Company's tug, and having been found to have sustained no serious damages, will shortly continue her voyage to the Atlantic coast.

The strike of the sailors and firemen of the launches and cascos at Manila, as a result of the shipowners' non-compliance with a demand for increased pay and rations for these men, is stated by the latest papers to be showing signs of collapse, a local shipping master having signified his willingness to supply the owners of the craft affected with all the help needed, and on short notice. Mr. Beck's office on Calle San Fernando was besieged by large crowds of men looking for employment on the 22nd inst. and, unless all signs fail, the backbone of what threatened to be a serious affair is broken, and things will be running smoothly within a few days, the ridiculous and exorbitant demands of the native labour agitators notwithstanding.

If we may accept the statements published in the San Francisco papers, we are to see shortly a new Trans-Pacific line of steamships. It is unofficially reported that the Western Pacific Railway Co., has entered into an agreement with the Norddeutscher Lloyd to maintain a service from San Francisco to the Orient in connection with the new trans-continental railway. It has been known for some time, one of the San Francisco papers says, that the North German Lloyd had been making preliminary preparations to place a line of its operation from European ports to San Francisco on the opening of the Panama canal, and it was commented that, with the line from here to the Orient, in conjunction with the Western Pacific freight traffic, the German company would be in a particularly strong position with a complete service circling the globe. The entry of this company into the Pacific would be of great significance in the development of the commerce between the Orient and the Pacific Coast. A similar connection is to be made in the north, according to the recent announcement of the Canadian company that on the completion of the Grand

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"Words cannot express the gratitude I feel for what Cuticura Remedies have done for my case."—Mrs. Adelaide, who is fifteen years of age, writes from Adelaide, Australia. She had anything the matter with her skin until four months ago, when an eruption broke out on her chest.

The first symptom was a redness, and then followed thickening and blisters, which would break and run matter. I took her to a doctor, and he pronounced it to be eczema of a very bad form. Instead of being checked, the disease spread. It showed itself on her back, and then quickly spread upwards until the whole of her head was affected, and all her hair had to be cut off. The pain she suffered was excruciating, and what with this and the heat and tingling her life was almost unbearable. She became run down in health, and at times was very feverish, languid, and groggy, and occasionally she was delirious. Her nerves were in such a low state that she could not bear to be left alone. In spite of the cold weather she would insist on having her bedroom window open, and would lean out on the window-sill. She did not have a proper hour's sleep for many nights. Her second doctor was tried and found her just as little relief as the first, and I really do not know what we should have done if we had not read how Cuticura cured the growth of warts, chapped Cuticura Soap, Cuticura Ointment, and Cuticura Pills, and before the Ointment was three-quarters finished every trace of the eruption was gone. It really seemed like magic. Her hair is coming on nicely, and I still apply the Cuticura Ointment as I find it increases the growth of the hair. Mrs. T. W. Hyde, 1, Ongar Place, Brentwood, Essex, Mar. 5, 1907.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases. Cuticura Remedies are sold throughout the world. People's London, 37, Chancery Lane, W.C.2. U.S.A. and Canada, J.C. Watson & Co., Sydney, N.S.W.

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Trunk to the Pacific Coast it would establish a line of its steamers from the Western terminal of the road to China ports.

A Board has for some time past been sitting at Manila considering the pilotage question. The result of the inquiry has just been presented in a lengthy report. One of the first and most important questions considered by the Board was as to whether pilotage should be compulsory or optional. It is recommended that pilotage for coastwise vessels at Manila shall continue compulsory while foreign pilotage shall be optional, as heretofore. The Board's recommendations are based on the general principle that where conditions of navigation are of such a dangerous character as to render exceptional skill and special knowledge of local waters essential to the safety of vessels immediately concerned and to other shipping, pilotage should be compulsory. The Board, however, recommends that masters of vessels of vessels be permitted to pass an examination, and qualify for licenses authorizing them to act as pilots on their own vessels, whereupon such vessels will be exempted from compulsory pilotage fees. This provision will make it optional with owners of vessels as to whether their vessels shall be subject to compulsory pilotage or not. The Board recommends that this privilege be extended to coastwise shipping in the Pasig River and in the Iloilo River. Heretofore, particularly in the port of Manila, the burden of pilotage has been born by coastwise shipping. By providing a nominal fee for berthing and other services rendered to foreign vessels, the Board has been enabled to recommend a lower schedule of pilotage fees for coastwise vessels. The Board has recommended that all pilotage be optional, except at Aparri and at Dagupan.

The charter of the China-Siam Mail Boat Co. Ltd. has been published in the Siam Official Gazette. The head office of the Company is at Bangkok, and it is formed to run merchant steamers between Siam and Singapore, Hongkong, China, and other foreign countries. There is, of course, the usual extensive list of other objects of the company. The capital is T.S. 3,000,000 divided into 300,000 shares of T.S. 10 each.

It is an interesting piece of news that the turbine steamers *Heliopolis* and *Cauro*, which have for some time past been laid up at Marseilles, are to resume running between that port and Alexandria in the early days of the New Year. These palatial boats, it will be remembered, specially built for the purpose and containing two notable specimens of modern naval architecture, were placed on this service last season under the aegis of the Egyptian Mail Steamship Company, now in liquidation. During their short career they set the pace in the Mediterranean in the matter of speed, and their competition was in no sense liked by their rivals. The P. and O. Company it is officially stated, suffered a loss in passenger receipts of £20,000, and the Messageries Maritimes were still more heavily hit. It is understood that a French syndicate is at the back of the resumed undertaking, and that those concerned in it have substantial interests both in Marseilles and in Egypt. It may be assumed that the re-entry of the boats will mean further lively competition for Egyptian passenger traffic.

## WEATHER REPORT.

On the 27th at 11.50 a.m.—The depression is moving away over the Pacific to the N.E. of Japan.

Pressure has increased considerably over Japan, and fallen slightly over China. It is highest over N. China. Gradients are slight and fresh or moderate monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	E. winds, fresh to moderate; fair.
Formosa Channel.	N.E. winds fresh.
South coast of China between Hongkong and Liancocks.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.







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THE TRADE MARK ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that the ASIATIC PETROLEUM CO. LTD., of Exchange Chambers 24 and 25 St. Mary Axe in the City of London, England, have on the 18th day of December, 1908, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK—The Representation of A SHELL.

The Representation of A SHELL in the name of THE ASIATIC PETROLEUM CO. LTD., who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following Goods in the following Class 47—MOTOR CAR SPIRIT LUBRICATING OILS, PETROLEUM SPIRIT AND KEROSENE.

A facsimile of each TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 30th day of December, 1908.

DEACON, LOOKER & DEACON, Solicitors for the Applicants.

## ECHOS FROM EVERYWHERE.

## "A GORGEOUS BANQUET."

There was a remarkable gathering in New York last month of multimillionaires at a gorgeous banquet given in honour of Mr. Elmer Henry Gary, chairman of the United Steel Corporation. The company included 100 leading steel manufacturers from various parts of the country, no fewer than 34 of them being multimillionaires. One of the papers estimated the combined wealth of these 104 guests at 1,500,000,000 dollars (£300,000,000). No wonder Mr. Gary in his speech described the Trust business as conducive to the establishment of great and lasting friendships.

## THE ANCIENT HOUSE OF FRANCE.

Commenting upon the jubilee of the Emperor of Austria, a Paris contemporary points out that there was a time when the House of France, the most ancient in Europe, furnished the sovereigns in all that quarter of the world. It was the descendants of Hugh Capet which established the House of Portugal, and continued even to Maria da Gloria, and in Brazil, down to Don Pedro II., and in Navarre of Spain. The House of Anjou, a branch of the Capetian Kings, has reigned at Naples, in Hungary, and in Poland. The House of Bourbon has given rulers to Spain, the Two Sicilies, and to Parma.

## AN AIRSHIP SHOP.

A representative motor car firm has opened in Broadway, New York, the first establishment in America for the sale of airships. The prices vary according to capacity, the minimum being £20,000, for which an airship can be bought which will carry eight persons, including the pilot and engineer. The guaranteed speed is thirty miles an hour. Airships can be delivered within three months after they are ordered. They are modelled on a new design resembling that of the *Patria*. The firm anticipates a number of orders especially from aeronautic clubs. The cost of maintaining a steerable airship is estimated at £2000 yearly.

## THE MOUNTAIN-CLIMBING RECORD.

Now that the Duke of the Abruzzi has announced his intention of trying to break the high altitude record in the Himalayas, it is interesting, the *Westminster Gazette* suggests, to consider what the present record is. Probably it is held by Messrs. Rubenson and Monard-Aas, two Norwegian climbers, who, in 1907, ascended the lower of the twin peaks of Kabru, near Darjeeling, reaching an elevation, as they computed, of about 23,900 feet. Mr. W. W. Graham, in 1885, attempted the ascent of the higher peak (24,015 feet), but failed to get quite to the top, and had no instruments with him with which to determine the exact height reached. In the Kumaon range a height of 23,406 feet has been attained by Dr. Tom Longstaff.

## GENEROUS GIFT BY A MILLIONAIRE.

A magnificent gift for the relief of the 20,000 men who are unemployed in Liverpool and their families has been made by Sir Peter Curlew Walker, one of the principals of the firm of Walker and Sons, brewers. He has placed a sum not to exceed £200,000 at the disposal of the Food and Betterment Association, an organization that has been working among the poor of the city for twelve years, for the purpose of supplying meals and clothing to the poor. Sir Peter is the eldest son of the late Sir Andrew Walker, who died leaving a fortune of three millions sterling, and bequeathed the Walker Art Gallery to the city. He has travelled much in America, China, and India, and was once missing in Central Africa for three months.

## NORWEGIAN WHO HAVE TURNED MONKS.

Prince Lowenstein-Wertheim-Rochefort, the German noble who, seventy-three, has renounced the world to become a novice in the Dominican Order and has just been ordained priest, is one of many men of princely and noble rank who have become monks. Among the monks of the famous Abbey of Benzon, at Soekau, in Germany, are (or were not long ago) Prince Edward of Schönburg-Hartenstein and Prince Philip of Hohenlohe, who but a few years ago were among the brightest ornaments of the Court of Berlin. Father Sebastian was known to the world as Baron von Oer, a dashing army officer, and Father Nicholas as Baron von Sals-Soglio. The abbot porter is one of the greatest nobles of the Grand Duchy of Baden, Baron von Driss.

## FEATS OF MEMORY.

The gentleman who, according to the *Manchester papers*, can recite from memory the whole of Milton's poems has had many formidable rivals in the past, if we are to believe the amazing powers of memory credited to them. "Moses," said James Stephen to Gravelle, "can repeat all Demosthenes by heart, and all Milton, as well as a great part of the Bible." Joseph Scaliger, the famous scholar, is said to have committed the whole of Homer to memory in three weeks; and the late W. B. Gladstone could reel off at a moment's notice the whole of his own and Lord Derby's translations of the first book of *Iliad*. Lesebort and Euler could recite every word of the *Aeneid*, and Porson could not only complete almost any quotation from a Greek author, but could recite the whole page on which it appeared.

## THE KING AND MR. CARNEGIE.

Mr. Carnegie has been the recipient of the following letter from King Edward—

"Dear Mr. Carnegie, I have for some time past been anxious to express to you my sincere appreciation of your generosity for the great public object which you have presented to this country, the fund of your life. Scarcely less admirable than the gifts themselves is the great care and thought you have taken in guarding against their misuse. I am anxious to tell you how highly I recognise your most generous benefactions and the great services they are likely to render upon the country. As a mark of recognition I hope you will accept the portrait of myself which I am sending to you."

Believe me, dear Mr. Carnegie, sincerely yours, EDWARD R. & I.

This is not the first of the kind that an English Sovereign has addressed to an American philanthropist. In recognition of his great work in London, Queen Victoria offered Mr. Peabody the Grand Cross of the Bath, or a baronetcy. When he respectfully declined both, Her Majesty was moved to inquire what he would accept from her. And he told her it was this: "A letter from the Queen of England which I may carry across the Atlantic, and deposit as a memorial of one of her most faithful sons." For the American Peabody came of the Peabodys of St. Albans. The Queen wrote him a letter. In it she acknowledged "the more than princely benevolence," and with the letter she sent him, as the King has done to Mr. Carnegie, a portrait. Both are deposited in the Peabody Institute at South Denver, Mass.

## BRITISH CONSUL'S STORY OF THE MESSINA DISASTER.

Mr. A. J. Ogilby, the British Vice-Consul at Messina, who arrived at Palermo in injured condition accompanied by his little daughter, told a heartrending story of the manner in which his wife was killed in the appalling catastrophe, and of the miraculous escape of himself and his little daughter. He said: "At the first shock I was thrown completely out of bed. My wife at once rushed to the door where our little daughter lay asleep, and snatching her in her arms, we descended to the door of our house, but found it entirely blocked up with wreckage. Finding escape impossible

that way, we clambered through a window, my wife all the while holding the little girl tightly in her arms. As we passed the front of the Palace, a balcony suddenly fell upon my poor wife, killing her instantly; but by a miracle the little girl was practically unhurt. Taking the child in my arms, I rushed towards the Municipal square, where about fifty other persons had gathered. We all quickly decided to flee to the open country, and during our mad rush through the streets balconies, columns, and chimneys fell around and upon us in a most terrifying manner. Members of our fleeing party were struck down by falling wreckage, half a dozen at a time, and in a few minutes the party was reduced to twelve, then ten, then five, and when at last we reached the open country only four of us remained the other forty-six having undoubtedly been killed. It was a most awful experience."

## BISMARCK'S COURTSHIP.

The courtship of Bismarck has all the romance connected with it that attaches to that of Warren Hastings, and nothing of the discredit. Bismarck was a gay young Prussian officer when he met Johanna von Patkamom. He wrote to her father a formal request for Johanna's hand. The father did not exactly give consent, but replied granting the future Chancellor permission to pay an occasional visit. Bismarck hastened to Reinhold. The whole family were in the drive awaiting the visitor's arrival. Johanna herself standing with her eyes fixed modestly on the ground. The swift, whirlwind decision that scored Bismarck his first political triumph, came now to the front, and he carried the situation by storm. Galloping up the drive, he leaped from his horse, ran forward and flung his arms around Johanna, taking no heed of her scandalized parents, and covered her blushing face with kisses. After that there could be no talk of "probation" or "waiting." The betrothal was an accepted fact.

## GOLF IN 1908.

It is, as a rule, possible to take a fairly comprehensive survey of the year's golf by the middle of October, since after that golfers in their public capacity usually enjoy a rest. In the present year, however, public golf has died unusually hard, and there has been some particularly interesting professional play very late in the year.

The play of Tom Ball and Robson, in the Championship and the *News of the World* Tournament respectively, had by October made 1908 a year noteworthy for the advance of the youngest generation, and that feature has since been emphasized by the fine win of Duncan and Mayo over Ray and Tom Vardon and their subsequent and more ambitious challenge, which has been taken up by Braid and Taylor. That the younger pair will win that match does not seem in the least likely; but they should make a very good light of it; and it is clear that several golfers, who were born about 24 years ago, are soon going to make a very bold bid for supremacy.

The professionals of to-day might almost be classed in three generations. There are, first of all, those who were born in 1869, 1870, and 1871—those great vintage years of golf—who have been for a long while, and are still, at the top of the tree, Braid, Taylor, Vardon, and Herd, who is a little the oldest of the four. To begin no earlier than 1862 is, perhaps, to do scant justice to one or two splendid veterans, Andrew Kirkaldy, Willie Fernie, and especially Ben Sayers, who has been playing wonderfully well; but they are perhaps, hardly numerous enough to form a generation so that the classification may be allowed to stand. The second generation consists of those who were about 30, in the few years the wrong side of 30, such as Maes, Ray, Sharlock, the Toogoods and the Gaudins, Ernest Gray, and many more. Of those, Maes has of course won the Championship, and has shown by his play that if he is not quite so consistent as the "Triumvirate"—to use a compendious, if rather objectionable, expression—he is quite worthy to rank in the highest possible class. The others, although truly excellent players, have never quite succeeded in accomplishing the big things. They have, no doubt, been unlucky in having a hand of quite exceptional cards to compete against, who in early days had an advantage in being a few years older and now show no signs of suffering any compensating disadvantage from the approach of their fortieth years. Apart from this, however, this middle generation, with the exception of Maes, who has genius written plainly in his every stroke, seem to have lacked the divine spark; they have been, and are, very talented golfers, and no more.

Genius, if the word be not out of place in this regard, seems to have skipped a generation; for when we come to our third division there are several players who have all the makings of champions. The years 1885, 1884, and 1885 should make another set of great vintage years. The four young players, born in these years, who bulk largest in the public eye are Duncan, Mayo, Robson, and Ball—who might be roughly sub-divided into two slaphers Duncan and Robson, and two wonderfully accurate players, Ball and Mayo. It is impossible to predict how long so great a golfer and so physically strong a man as Braid may retain his best game, so that these four young men may remain merely expectant heirs until the time comes when they will be fighting out an open championship between them. Of the four, Mayo is, in some ways the most interesting; he has, in truth, the infinite capacity of taking pains, and also an obviously great capacity, as well as desire, for self-improvement. By nature a purely inland golfer, and coming from a part of the country where there was not much golf to be seen or copied, he had, till quite recently, but few educational advantages and has had to build up his game, as one may say, "out of his head." The result is a still slightly laboured and artificial style, which, however, has indubitably more sting and dash in it than it had a year ago. After his play in the *News of the World* Tournament, it was said in *The Times* that one would like to see his game more severely tested by a seaside course on a windy day. His play at Deal and Prince's was good enough to answer any implied criticism; and it is highly improbable that his power of improvement is yet exhausted. Of the four, Mayo's steady and methodical way of playing marks him as a most likely winner in score play, in match play—it is much to be hoped that the present crop of challenges will for the future be the rule rather than the exception—Robson and Duncan are, perhaps, by dint of their greater power, though lesser accuracy, likely to shine.

Apart from the performances of distinguished players, the end of the year finds golfers generally in the midst of discussing two questions—one perhaps with an amused smile, the other in serious earnest. The question which is not, at present, a matter of controversy is that of the puffed smoother balls. It has been suggested that there is no reason why smooth, or, at any rate, smoother, balls should not fly as well and for better than the present-day ball marked with a "bramble" pattern. Unless a new ball is satisfactory in the matter of flight, the question of its behaviour on the green may almost be disregarded; for golfers will not consent to be seriously outdriven, even if they have some

grounds for hoping they will make up their leeway near the hole. As to the flight of smooth balls, theory and practice seem so far to be in unison. The late Professor Tait demonstrated, by means of mathematics which the ordinary golfer can hardly hope to understand, the reason for the better flying of the marked ball, while in practice nobody has ever been able to make a smooth ball go satisfactorily since the days of the original unmarked gutty ball, the first rivals of the old "featheries." When these smooth gutties first appeared, and until they had been backed with iron, it is recorded that "They whirled and fuffed, and docket and shied, and skint into bunkers."

The experimental smooth ball of 50 years later retains the family characteristics, and goes "skidding" into bunkers very near the teeing ground; it is then proposed to have them slightly roughened, and no doubt they will "dook" less; finally, they will be so nearly as rough as the ordinary ball as not to misbehave at all, and so no very alarming revolution in the matter of balls will probably have been effected when the obituary of 1909 comes to be written.

So much for the more frivolous question of the hour. That which merits far more sedate discussions is that of the championship courses, and the adoption or rejection by the representative clubs of the recent recommendations of their delegates. The suggested abolition of the championship rota was at first hailed with a good deal of pleasure; but now that the golfing world has had time to think about it there seems to have been a considerable revulsion of feeling, mostly due to dark hints of possible "wire-pulling." The fact cannot be blinked at that golf is becoming with more and more clubs commercial undertaking; and to such clubs, of course, the prestige attaching to championship courses must bring advantages, which can be reckoned in pounds, shillings, and pence. It is therefore, probable that a good deal of indirect influence will be brought to bear upon any body to whom the selection of championship courses is delegated. Granted that the scheme is *prima facie* a good one, are these various fears expressed sufficiently real to justify its condemnation—fears that the "representative" clubs, leaving its present rota of five courses, which belong at any rate to clubs above reproach, should occasionally get into the hands of those who would use it for indirect purposes of their own? We are inclined to think that, were the so-called "representative" clubs with whom lies the decision truly representative, this fear of wire-pulling need not be taken too seriously. Golf has, however, undergone extraordinary changes since the institution of the Amateur Championship; and several of the "representative" clubs could not by any stretch of imagination be described as of sufficient standing to justify their position. With a revised list of representative clubs, golfers in general would have far greater confidence in the judicial and impartial selection of championship courses. Meanwhile the matter remains in abeyance until the clubs' decision is made known; it is by no means unlikely that they will reverse the decision of the delegates, a course which, though pleasing to the conservative-minded, will hardly prove a wholly satisfactory solution of a difficult question.—*The Times*.

## THE YUNNAN RAILWAY.

The Foreign Affairs Committee, telegraphs the correspondent of *The Times* in Paris on December 25, has now presented its report upon the Bill authorizing the Government of French Indo-China to raise a loan of £2,120,000 in order to meet the expenditure which has been charged to the Budget of that Dependency in connexion with the Yunnan Railway. The loan is to be guaranteed by the French Government. The reporter of the committee, M. Doloncle, Deputy for Cochinchina, reviews the financial and other vicissitudes of the enterprise since the concession for building the railway was granted by China ten years ago, and states that in consequence of various alterations in the plans the initial cost of the work will amount to £6,620,000, as compared with the original estimate of £3,840,000. Of this increase in the estimated cost a sum of £2,060,000 is to be borne by the colony and the remainder by the company to which the concession has been granted. The hope is expressed that the work of construction will be superintended with greater care in the future than has been the case in the past, in order that the recurrence of costly errors may be avoided. For the rest it is stated that so far the most difficult section of the line, the track from Laokai to Mengtze in the valley of the Nam-ti, has practically been completed. The contractors have to reach Mengtze by next April or May, and with the opening of this section it will become possible to conduct traffic over a considerable portion of the line. It is calculated that the line will have been laid as far as Yunnan in 1910. In view of the results which have so far been obtained on the section which is already open to traffic the report expresses the confident expectation that, notwithstanding the inordinate cost of construction, the Yunnan Railway will yield good returns and will materially aid to the economic resources of French Indo-China.

MARTIN'S APOLLO STEEL PILL'S

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

## INTIMATIONS

## HARMSTON'S CIRCUS

AGAIN TO-NIGHT!

OUR NEW PROGRAMME  
Acknowledged to be better than the first—  
15 BRILLIANT ACTS 15

OUR ALL STAR COMPANY OF LONDON  
AND  
CONTINENTAL ARTISTES,  
30 IN NUMBER 30

NEXT MATINEE—  
SATURDAY, JAN. 30TH.

Doors Open at 2.30 P.M.  
Performances at 3.30 P.M. sharp.  
Children Half-Price at Matinees only  
To all parts of Circus.

NOTICE—Two Special Picnic Cars will run  
To-morrow (Friday) Night after the Performance  
at 12.15 and one at 12.30.

N.B.—A Special Service of Cars will run  
between Post Office and the Circus before and  
after the Performance.

Booking at ROBINSON PIANO CO., LTD.  
For Full Particulars See Handbills.  
COL. R. LOVE,  
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## GRACA &amp; CO.,

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Dealers in  
POSTAGE STAMPS  
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Pictorial Post Cards. Birthday Cards.  
MANILA CIGARS and CIGARETTES  
Albums, Novels,  
Twoozers, Hinges, Lenses, Flower Seeds,  
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Inspection solicited.

## A BOON TO HONG-KONG LADIES!

CHEFOO HAND MADE LACES.

A NEW AND VARIED ASSORTMENT  
IN ALL FANCIED DESIGNS  
OFFERED AT 20 PER CENT  
DISCOUNT OFF MARKED PRICES.

Call and inspect our display.  
HOOSAN-ALI & Co.,  
No. 14, Queen's Road Central,  
Hongkong, 18th January, 1909.

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
BELLANCE CROWN  
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CHAIRS, TABLES, SETTEES &  
LONG CHAIRS.  
BAMBOO BLINDS, MATTINGS  
in all colours on Sale.

All Orders receive Prompt attention.  
59A, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
Hongkong, 20th February, 1908. [401]

BUY FROM Brien

I am the ONLY Dealer in the world who has secured the SMITH'S PREMIERS' CHALLENGE TRIUMPH ROVERS, SINGERS, MOSGREENS, HUMBERS and CENTAURS, at prices below the lowest. WHITWORTH'S £3 15s. cash. High class. Over 1000. £3 12s. 6d. payable half down with order, balance on delivery at our nearest Port.

WRITE FOR CATALOGUE No. 46

BETTER THAN COPALBA MATICO GRIMAULT & Co. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The Caprine, unlike Copalba, does not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the most chronic cases

CURE FOR ASTHMA GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, RHEUMATISM and BRONCHITIS, INFLUENZA, the difficulty is EXFLOPATION.

Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & Co. PARIS  
Sold by all Chemists.



## SHIPPING.

## ARRIVALS.

BRITISH, British str., 2,679, G. McMillan, 27th Jan.—London 9th Dec. General—Gibb, Livingston & Co.  
 HATYANG, British str., 1,362, Hodgins, 27th Jan.—Swatow 26th Jan. General—Douglas, Lapraik & Co.  
 HANOI, French str., 739, Pannier, 26th Jan.—Haiphong 22nd and Kwong Chow Wan 25th Jan. General—A. R. Marty.  
 JOHANNES, German str., 952, J. Jensen, 27th Jan.—Saigon 21st Jan. General—Jensen & Co.  
 LIGHTNING, British str., 2,122, A. E. Gentles, 26th Jan.—Singapore 20th Jan. General—David Sassoon & Co.  
 LOOKSUN, German str., 1,020, W. Taubert, 27th Jan.—Bangkok 18th Jan. Rice—Butterfield & Swire.  
 PHEUMPER, British str., 1,065, J. H. Scott, 27th Jan.—Saigon 21st Jan. General—Gibb.  
 PHILADELPHIA, German str., 1,021, Fr. v. Mangoldt, 27th Jan.—Bangkok 18th Jan. Rice—Butterfield & Swire.  
 PRINCE SIGISMUND, German str., 3,300, D. Lenz, 27th Jan.—Kobe 20th Jan. General—Melchers & Co.  
 TAILOU, American str., 553, Gastanaga, 27th Jan.—Manila 20th Jan. Ballast—Order.  
 YUENSAH, British str., 1,128, P. H. Rolfe, 27th Jan.—Manila 23rd Jan. General—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 27th January.  
 Benelux, British str., for Nagasaki.  
 Cheong, British str., for Shanghai.  
 Kowloon, British str., for Shanghai.  
 Kowloon, British str., for Amoy.  
 Kowloon, British str., for London.  
 Shibata Maru, Jap. str., for Osaka.

## DEPARTURES.

27th January.  
 C. DIEDERICHSEN, German str., for Hoihow.  
 CHITVEN, Chinese str., for Shanghai.  
 HELENE, German str., for Quinhon.  
 KIVBERG, German str., for Pakhoi.  
 P. E. FRIEDRICH, German str., for Europe.  
 SUND, British str., for Singapore.  
 YUENSAH, British str., for Canton.  
 YOHOW, British str., for Cant.

## SHIPPING REPORTS.

The British str. Lightning reports: Fresh monsoon and high sea from Port Manki to Paracels thence to port moderate to light monsoon corresponding sea and fine weather.

## VESSELS IN DOCK.

January 27th.  
 ABERDEEN DOCK.—H.M.S. Whiting, Sui-amy, Cheongching, Tualac, Ho Ming.  
 COSMOPOLITAN DOCK.—H.M.S. Haldia.

## VESSELS PASSED ANKER.

Jan. 2, British str., The Arctica, Laspenan, from Colombo for Batavia.  
 Jan. 4, Dutch str., Rhinens, Collier, Nov. 28, from Liverpool for Batavia.  
 Jan. 5, British str., Islander, Wright, Jan. 5, from Singapore for Christmas Island.  
 Jan. 7, Dutch str., Pyrrhus, Barnds, Jan. 7, from Batavia for Amsterdam.  
 Jan. 7, Dutch str., Ophir, Boon, Jan. 7, from Batavia for Rotterdam.  
 Jan. 10, British str., Islander, Wright, Jan. 8, from Christmas Island for Singapore.  
 Jan. 10, British str., Suvoro, Guthrie, Dec. 5, from Rotterdam for Batavia.  
 Jan. 11, German str., Plauen, Martin, Oct. 24, from Hamburg for Batavia.  
 Jan. 11, German str., Neumunster, Wellhöter, Jan. 11, from Batavia for Hamburg.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
 "ARRATON APCAR,"  
 Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 28th inst., at Noon, instead of as previously advertised. For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents.  
 Hongkong, 26th January, 1909. [200]

"SHIRE" LINE OF STEAMERS  
 LIMITED.  
 FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship  
 "CARNARVONSHIRE,"  
 will be despatched for the above Ports on TUESDAY, the 2nd February, 1909. For further particulars, apply to  
 SHEWAN, TOMES & Co.,  
 Agents.  
 Hongkong, 28th January, 1909. [117]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at Timor, Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
 "EASTERN,"  
 Captain McArthur, will be despatched above on WEDNESDAY, 3rd Feb., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.  
 A Steamless and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 13th January, 1909. [181]

THE AMERICAN AND ORIENTAL LINE.  
 FOR BOSTON AND NEW YORK.  
 (With Liberty to Call at the Malabar Coast.)

THE Steamship  
 "HEADLEY,"  
 will be despatched for the above Ports on FRIDAY, the 12th February, 1909. For Freight, apply to  
 ARNHOLD, KARBURG & Co.,  
 Agents.  
 Hongkong, 15th January, 1909. [198]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ANTWERP & HAMBURG	CARNARVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 2nd Febr.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	—	G. Hayward, R.N.R.	P. & O. S. N. Co.	On 6th Febr., at Noon.
LONDON & ANTWERP	NYANZA	Brit. str.	—	H. S. Bradshaw	JARDINE, MATHESON & Co., Ltd.	About 10th Febr.
BREMEN & HAMBURG VIA STRAITS, &c.	MONTGOMERYSHIRE	Brit. str.	—	—	—	About 23rd Febr.
HARVE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	—	—	On 27th Febr.
HAVRE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k. w.	—	—	On 30th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	SLAVONIA	Ger. str.	k. w.	—	—	On 23rd Febr.
MARSEILLES, HAVRE & COPENHAGEN.	C. FRED. LARSEN	Ger. str.	k. w.	—	—	On 23rd Febr.
MARSEILLES, &c., VIA PORTS OF CALL	YEDDO	Dan. str.	—	—	—	Middle of February.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SYDNEY	Fr. str.	—	—	—	On 2nd Febr., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	—	—	On 3rd Febr., at D'light
MARSEILLES & LONDON VIA BOMBAY	SACHOKI MARU	Jap. str.	—	—	—	On 17th Febr., at D'light
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	MISHIMA MARU	Jap. str.	—	—	—	On 20th Febr.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINCESS ALICE	Ger. str.	—	—	—	On 10th Febr.
TRIESTE, &c., VIA SINGAPORE, &c.	LUTZOW	Ger. str.	—	—	—	On 10th Febr., at Noon.
NEW YORK	SILEZIA	Aus. str.	—	—	—	On 25th Febr.
BOSTON & NEW YORK	ARAGORNIA	Ger. str.	k. w.	—	—	On 13th Febr.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SURUGA	Brit. str.	—	—	—	On 18th Febr., at 7 A.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	HEADLEY	Brit. str.	—	—	—	On 2nd March, at Noon.
VICTORIA, B.C. & SEA TLE VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	—	On 2nd Febr., at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	MONTAGLIE	Brit. str.	1 m.	—	—	On 11th Febr.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	—	—	—	On 16th Febr., at Noon.
AUSTRALIAN PORTS VIA MANILA	SUYEHO	Jap. str.	—	—	—	On 30th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TO MARU	Jap. str.	1 m.	—	—	On 30th inst., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	—	—	—	On 3rd Febr., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE SIGISMUND	Brit. str.	—	—	—	On 19th Febr., at Noon.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	—	—	On 19th Febr., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	KAWACHI MARU	Jap. str.	—	—	—	On 19th Febr., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Jap. str.	—	—	—	On 19th Febr., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	—	—	On 19th Febr., at 4 p.m.
KOBE & YOKOHAMA	ISABA MARU	Jap. str.	—	—	—	On 19th Febr., at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	—	On 19th Febr., at 4 p.m.
JAPAN	TIRODAS	Dut. str.	—	—	—	On 17th Febr., at Noon.
SHANGHAI VIA NINGPO	CHOYBANG	Brit. str.	—	—	—	Quick despatch.
SHANGHAI	CHENAN	Brit. str.	1 m.	—	—	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. R. LUTZOW	Ger. str.	1 m.	—	—	Call at SINGAPORE, PEN NG.
SHANGHAI & KOBE	MOCHIM MARU	Brit. str.	—	—	—	COLOMBO, BOMBAY, KARACHI.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOBE	Brit. str.	—	—	—	ADEEN, SUEZ AND PORT SAID.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	(Taking Cargo at through rates to the BAZILIS
SHANGHAI, MOJI, KOBE & YOKOHAMA	FOOSHING	Brit. str.	—	—	—	to PERMAN GULF, RED SEA, BLACK SEA,
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	LEVANT, YENICE AND ADRIATIC
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	Ports).
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	THE Company's Steamship
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	"SILEZIA,"
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	Capt. Radonich, will be despatched as above
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	on THURSDAY, the 25th February, 1909.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	This Steamer has capital accommodation for
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	passengers, electric light and carries a doctor
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	and stewardess.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	For information as to Passage and Freight,
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	apply to
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	SANDER, WIELER & Co.,
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	Agents.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	Princes Buildings.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	—	—	—	Hongkong, 26th January, 1909. [3]

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMELS	TO SAIL
MANILA, YAP, NEW GUINEA, BRISBANE, SAMARAI, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Saturday, 30th Jan., at 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUTPOLD"	About Saturday, 30th Jan.
KUDAT & SANDAKAN	"BORNEO"	About Tuesday, 2nd February.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUTZOW"	Wedday, 10th Febr., at Noon.

NORDDEUTSCHER LLOYD,  
 MELOCHERS & Co.,  
 GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 28th January, 1909. 5

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA, B.C., SEATTLE & TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	5,232	W. Shotton	On 11th February
GYMERIC	4,002	J. C. A. Hall	On 11th March
KUMERIC	6,232	F. S. Cowley	On 8th April
INVERIC	4,789	R. J. Howie	On 6th May

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS.  
 Hongkong, 8th January, 1909. 8

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMELS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SALAZIE"	About 1st February.
MARSEILLES VIA PORTS	"SYDNEY"	On 2nd Febr., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 15th Febr., p.m.
MARSEILLES VIA PORTS	"POLYNESIE"	On 16th Febr., 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levants, Constantinople and Black Sea. Through tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,  
 Hongkong, 27th January, 1909. Queen's Building. 2

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific in the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

B.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March
"MONTEAGLE"	6,163	TUESDAY, 2nd March	26th March
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April
"EMPERESS OF CHINA"	6,000	SATURDAY, 1st May	22nd May
"MONTEAGLE"	6,163	TUESDAY, 11th May	4th June

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIA "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10. Intermediate on Steamers "£40" "£42".

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH TICKETS (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, General Traffic Agent for China,  
 Corner Peddar Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"  
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 6th February, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOREA," 11,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "CALEDONIA" due in London on the 19th March, 1909.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. HEWETT,  
 Superintendent.  
 Hongkong, 25th January, 1909. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
 STEAM FOR FIUME AND TRIESTE (Direct). To-day, at Noon. Calling at SINGAPORE, PEN NG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BAZILIS to PERMAN GULF, RED SEA, BLACK SEA, LEVANT, YENICE AND ADRIATIC Ports).

THE Company's Steamship  
 "SILEZIA,"  
 Capt. Radonich, will be despatched as above on THURSDAY, the 25th February, 1909. This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & Co.,  
 Agents.  
 Princes Buildings.  
 Hongkong, 26th January, 1909. [3]

SOLE PROPRIETORS OF TAKASIMA OSHI, HOJO, NAMIYAMA, S.Y.O., SHINNEW AND KAMIYAMA, Colliers. SOLE AGENTS FOR KISHIDAKE, MIYAO AND KIGYO KOMATSU Coals.

Special attention is invited to the fact that, MATABE, the well known coal mine, near Kurehara, has lately been taken over by the Company, and is now being worked on a larger scale.

HEAD OFFICE.—MARUNOUCHI, TOKYO.

BRANCH OFFICES.—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.  
 Cable addresses for above, "YASAKI" Codes, A1, ABC 5th Ed., Western Union.

AGENCIES.—  
 YOKOHAMA: M. ASADA, Esq.  
 CHINKIANG: Messrs. GRABING & Co.  
 MANILA: Messrs. MACDONALD & Co.  
 For Particulars apply to  
 T. OHSHI, Manager.  
 No. 2, Peddar Street, Hongkong.  
 Hongkong, 9th January, 1909. [716]

Gutler, Palmer & Co.'s  
 SPECIAL BLEND WHISKY.

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 HONGKONG.

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 KOWLOON BOOK STALL, Ferry Wharf  
 Messrs. H. BUTTONE & SONS, Kowloon Street, No. 36, Elgin Road.  
 Messrs. HUNG CHEONG, Elgin Road.  
 Mr. AH YAU, Hongkong Ferry Wharf Stall.







